1-12. (CANCELED)

13. (NEW) A method for control of a shifting component of a stepped automatic transmission wherein said shifting component (1) is designed with at least one frictionally engaged element (2) and at least one form-locking element (3) and upon engagement of said shifting component (1) a transmitting capacity of said frictionally engaged element (2) is first adjusted and when a synchronous state of said form-locking element (3) exists, the latter is closed, wherein when said form-locking element (3) is closed, a transmitting capacity of said frictionally engaged element (2) is reduced and upon a demand to disengage at least one shifting component (1) prior to an opening of said form-locking element (3) under load the transmitting capacity of said frictionally engaged element (2) is increased so that a power flow, which is conveyed via said closed form-locking element (3) of said shifting component (1) can be conveyed via said frictionally engaged element (2) when said form-locking element (3) is closed.

14. (NEW) A method for control of a shifting component of a stepped automatic transmission, the shifting component (1) is designed with at least one frictionally engaged element (2) and at least one form-locking element (3) the method comprising the steps of:

adjusting a transmitting capacity of the at least one frictionally engaged element (2) upon engagement of said shifting component (1);

closing the form-locking element (3) when a synchronous state exists;

reducing the transmitting capacity of the frictionally engaged element (2), when said form-locking element (3) is closed; and

increasing the transmitting capacity of the frictionally engaged element (2) upon a demand to disengage at least one shifting component (1) prior to an opening of the form-locking element (3) under load so a power flow, which is conveyed via the closed form-locking element (3) of the shifting component (1), can be conveyed via the frictionally engaged element (2) when the form-locking element (3) is closed.

15. (NEW) The method according to claim 14, further comprising the step of adjusting the transmitting capacity of said frictionally engaged element (2) upon an engagement of said shifting component (1) via a slip phase of said frictionally engaged element (2).

16. (NEW) The method according to claim 14, further comprising the step of adjusting the transmitting capacity of said frictionally engaged element (2) to a defined threshold value when said form-locking element (3) is closed.

17. (NEW) The method according to claim 14, further comprising the step of reducing the transmitting capacity of said frictionally engaged element (2) upon disengagement of said shifting component (1), after opening of said form-locking element (3) during a slip phase.

18. (NEW) The method according to claim 14, further comprising the step of said actuating the frictionally engaged element (2) and said form-locking element (3) of said shifting component (1) via a common actuator.

19. (NEW) The method according to claim 14, further comprising the step of designing the frictionally engaged element (2) being a disc set of said shifting component (1) as multi-disc clutch or multi-disc brake.

20. (NEW) The method according to claim 14, further comprising the step of designing said form-locking element (3) as dog clutch.

21. (NEW) A device for control of a shifting component (1) of a stepped automatic transmission during a shifting cycle wherein for transmitting a torque said shifting component (1) has one frictionally engaged element (2) and one form-locking element (3) which can be actuated via an actuation system (8), wherein said shifting component (1) can be controlled via said actuation system (8) so that the transmitting capacity of said shifting component (1) can be adjusted via said frictionally engaged element (2) upon engagement and disengagement and in engaged state is produced via at least one of said frictionally engaged element (2) and said form-locking element (3).

22 (NEW) The device according to claim 21, further comprising the step of opening said frictionally engaged element (2) by means of said actuation system (8) in engaged state of said shifting component (1) and when said form-locking element (3) is closed.

23. (NEW) The device according to claim 21, further comprising the step of closing said form-locking element (3) by means of said actuation system (8) when said frictionally engaged shifting component (2) is closed.

24. (NEW) The device according to claim 21, further comprising the step of designing said actuation system (8) so that at any time, a control of said frictionally engaged element (2) leads to the closing alternating with opening or closing of said form-locking element (3).

25. (NEW) The device according to claim 21, further comprising the step of loading said frictionally engaged element (2) directly and said form-locking element (2) via a flip-flop shift, with the operating energy required for control.